



TRAIL COUNT 2008

Summary Report



Department of Parks,
Recreation and
Neighborhood Services



Trail
Program

In partnership with:



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Background

Purpose

Trail Count is an annual count and survey of San José's trail users. In general, the multi-day effort gathers valuable data that supports improved trail design and grant writing efforts.

Trail Count was initiated in 2007 to primarily address the lack of data regarding the impact of trail closures due to special events. Last year's Trail Count identified that nearly 1,000 people use the Guadalupe River Trail on weekdays, with nearly 40% commuting to north San José employers. This information and the initiative to count trail users were quite meaningful to grant agencies over the past 12 months. A fact sheet on last year's count is posted on the program website, under "Reports".

As planning commenced for this year's event, it was assumed that counts would be higher than last year's inaugural count because gasoline prices had increased and the continued interest in environmental issues. Both factors are supported by news coverage over the past year. Relevant stories in print and television media are posted on the Trail Program's website, under "In the News". Development of under-crossings at Airport Parkway and Highway 101 along the Guadalupe River Trail were also seen as factors that might lead to higher counts. This *Summary Report* confirms that the increased trail usage assumption was accurate and that the under-crossing projects were likely a primary influence.



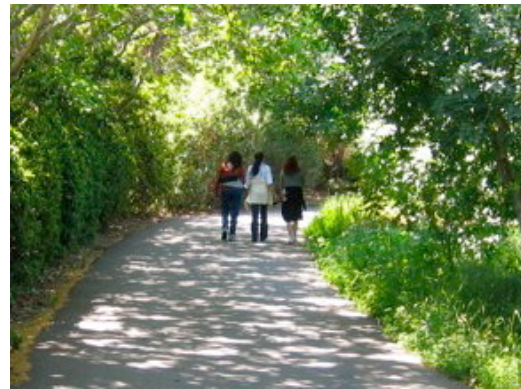
Trail Count 2008 was conducted to secure data for four primary reasons:

1. Improve design of new trails by understanding trail user needs and demographics.
2. Ascertain daily usage volume to demonstrate to the City Council an on-going funding need for development and maintenance of the trail network.
3. Serve as an important tool in communicating to local, State and Federal grant agencies that San José's trails offer a well-used recreational and commuting amenity that requires on-going financial support.
4. Demonstrate that the trail network is a viable off-street commute option for many Silicon Valley workers and should be integrated into the overall transportation system.

Secondary outcomes result from trail users accessing the program's website to complete the on-line survey.

1. People are exposed to the website's resources for discovering one of the City's existing 24 trail systems. A "Trail Network Overview" document, as well as detailed maps for all systems, help trail users understand all their recreational and commute options.
2. The on-line survey includes "comment" fields. With the survey results, the City is able to secure a detailed list of current maintenance and safety issues that can be assigned to appropriate staff for resolution.
3. As with the 2007 count, data about usage of trails can support efforts to reduce the number of special event closures that occur primarily in the summer and fall, along the Guadalupe River Trail.

Seeking data is consistent with the Trail Program's vision of becoming the national leader in trail development for recreation and commuting. Routinely collecting and publishing quality data provides the City a competitive advantage in distinguishing itself from the many other agencies seeking grants. And also provides staff with the information necessary to make better planning and design decisions. Trail Count data also helps staff to advocate for grant funding, maintenance funds and propose priority projects for the City Council's consideration.



Benefits

City staff has identified a number of benefits resulting from last year's Trail Count. State of California officials confirmed that the Trail Count 2007 fact sheet influenced their decision to award a grant. Three grants were secured during the past 12 months, with each application including the Trail Count 2007 fact sheet:

- \$700,000 from the State of California for construction of the Guadalupe River Trail located between Woz Way and Virginia Street.
- \$150,000 grant from the Bay Area Ridge Trail for the Penitencia Creek Trail.
- \$123,000 from the State for Guadalupe River Trail enhancements.

The operation of trails also improved as a result of having the data. The City coordinated with sponsors of the San José Grand Prix to minimize impacts from event closures along the Guadalupe River Trail. The Trail Count Fact Sheet helped to document the negative impact of such closures to bicycle commuting.

Partnership

To plan this year's count, Trail Program staff from the City of San José's Department of Parks, Recreation and Neighborhood Services and Department of Transportation partnered with the Silicon Valley Bicycle Coalition (SVBC) and the Friends of the Guadalupe River Park & Gardens (FGRP). Each entity had a specific role:

- City: Outreach to employers as a volunteer resource, outreach to the City's Bicycle Pedestrian Advisory Committee, development of user survey, production of postcards and on-line survey, count station host.
- SVBC: Outreach, volunteer recruitment and coordination, count station host.
- FGRP: Outreach, volunteer recruitment and count station host.

The Santa Clara Valley Transportation Authority (VTA) coincidentally counted trail users along the Lower Guadalupe River Trail at River Oaks Parkway near its campus at 3331 North First Street. Data collected by the VTA is presented on the program's website, under "reports", "Trail Count 2008".

Analysis

Planning Process

San José has over 300 days of sunshine annually, so securing data can occur at almost anytime throughout the year. The month of September was selected because 1) school is in session, 2) the weather is mild with rain unlikely, 3) daylight hours extend past 6:00 pm, and 4) a number of grant applications are due late in the year for which current data can contribute to a competitive submittal.

With initial planning, two consecutive Wednesdays were selected: September 17 and 24. Consecutive Saturdays were scheduled for September 20 and 27. Due to a special event closure along the Guadalupe River Trail on September 27, the second Saturday was cancelled for all stations. The closure impacted the Guadalupe River Trail from Woz Way to San Carlos Street (Discovery Meadow). The Trail Program website includes a "Trail Closure" link to make trail users aware of planned closures. The remaining September 20 Saturday count only occurred along the Los Gatos Creek Trail because this trail systems is known to be a popular weekend destination.

Trail Count 2008 expanded the number of count stations to five, from the prior year's two count stations along the Guadalupe River. Increasing the number was desired in order to better understand usage over the overall network. The modest increase in stations was cognizant that planning and conducting the event was dependent largely on volunteers and staff persons finding time within existing workloads. From last year's experience, the final week prior to the event required that outreach be intensified and several City staff were asked to fill gaps in the schedule when volunteering fell short. A successful count not only includes thorough data collection, but also the sharing of "lessons learned" from one volunteer turning over the count sheet to the next. So it was important to increase



the count sites in a conservative manner so that full staffing of each station could be achieved.

Five count stations were established.

1. Guadalupe River Trail at Coleman Avenue
2. Guadalupe River Trail at Park Avenue
3. Highway 87 Bikeway at Tamien Station
4. Los Gatos Creek at Auzerais Avenue
5. Los Gatos Creek at Hamilton Avenue

A sixth station at Lower Guadalupe River and River Oaks Parkway was established by the Santa Clara Valley Transportation Authority (VTA). That VTA's data collection methodology differed somewhat from Trail Count 2008. The VTA data is described and presented on the program's website, under "reports", "Trail Count 2008".

A strategy was used to expand the number of stations but minimize demand on volunteers.

- At three stations, a full 12-Hour Count was conducted on all days.
- The remaining two stations documented commute traffic through the use of Peak Hour Counts conducted only on the Wednesdays.
- A Saturday count occurred only along the Los Gatos Creek Trail.

12-Hour Counts: This type of count occurs from 7:00 AM to 7:00 PM and provides a total volume count for the day (assuming that users are not on the trail outside of posted hours) and identifies peak periods during the day. This type of count occurred on the Wednesdays and Saturday.

Peak Hour Counts: This type of count occurs from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The intent is to quantify the level of traffic volume during the typical morning and evening commute periods. This type of count only occurred on Wednesdays.

Count Station	Description	Count Type
Guadalupe River Trail at Coleman Avenue	The count station was the same as for Trail Count 2007. Repeating the count at this location occurred because changes in traffic volume from year-to-year could be easily ascertained. The station is centrally located in downtown San José where many people enjoy the 250-acre Guadalupe River Park and the trail borders large employers and housing developments.	12-Hour
Guadalupe River Trail at Park Avenue	This station was also counted in 2007 and has the same characteristics as the Coleman Avenue station	12-Hour

	noted above.	
Highway 87 Bikeway at Tamien Station	The trail system is parallel to Highway 87, with several on-street bikeways offering continuity between Downtown and South San José. The Highway 87 Bikeway is considered primarily a commuter trail because it does not lead to park sites or other recreational destinations. It does link to commuter facilities like the Chynoweth Avenue Light Rail hub station and the Tamien Station that serves Light Rail, Caltrain and local bus services.	Peak Hour
Los Gatos Creek at Auzerais Avenue	The trail system is a short (0.5 mile) disconnected reach of the larger Los Gatos Creek Trail system. The trail links Willow Glen (via Lonus Street, near Lincoln Avenue) to mid-town, a neighborhood to the west of Downtown. Auzerais Avenue provides a low-volume arterial roadway with a signed bikeway leading directly to the Guadalupe River Trail near the Children's Discovery Museum.	Peak Hour
Los Gatos Creek at Hamilton Avenue	The trail system in this area is continuous with 9 miles of existing trails linking San José, Campbell and Los Gatos. Los Gatos Creek is recognized as one of Silicon Valley's most popular trails. Users are drawn to the trail by its adjacency to employment, housing, and retail. Views of the creek and access to adjacent parks and attractions encourage regular usage	12 Hour

Early in the planning process, an effort was made to contact private companies and advocacy groups with the intent that they might “adopt” a trail count station. In doing so, it was hoped that they would coordinate the sign up process for volunteers. The **Almaden Cycle Touring Club** managed the Highway 87 Bikeway count station on September 20 and 27, and **Callander Associates** staffed the Los Gatos Creek/Hamilton Avenue station for the 12-Hour Count on Saturday, September 20. Employees of **eBay**, **CH2M-Hill**, and others were participants in the counting process but formal teams were not established.

The volunteering process did not seek data on affiliations, so it is assumed that all other volunteers were motivated by their interest in trail development and bicycling.

Data Collection Method

Volunteers were provided with a number of tools to conduct the count. See Attachment A for a sample count sheet.

Tool	Description
Count Sheet	Customized for 12-Hour and Peak Counts. The sheet provides space to count pedestrians, bicyclists and skaters, by their

	direction of travel. A “notes” field permits the recording of other user types (equestrian, Segway, etc.) or unusual conditions.
Trail Count Postcard	A postcard was offered to all trail users asking that they complete an on-line survey. Gift certificates from www.SportsBasement.com were advertised as encouragement for participation. A random drawing provided three certificates to survey participants.
Instructions	A printed summary of how to conduct the counts and retain the data for processing. Volunteers were asked to arrive at their count stations 15 minutes in advance. Most volunteers signed up for a 2-hour count period.

NOTE: Due to a coordination issue, postcards were not distributed to the volunteers at the Los Gatos Creek Trail at Hamilton Avenue count station on Saturday, September 20.

A link was posted on the [Trail Program homepage](#) asking that visitors complete the Trail Count survey. Site visitors found a 20-question survey for Trail Count 2008, posted on the Survey Monkey website.

Individuals were asked to provide their name, address and phone number only if they wished to be entered into a drawing to win a \$75, \$100 or \$125 gift certificate from SportsBasement.com. The company had generously provided the certificates to the Silicon Valley Bicycle Coalition as an encouragement tool.

Findings - Count

Guadalupe River Trail at Park Avenue saw a 7.7% increase (based on the average of the two week day counts). Looking at averages over the two count dates, the station measured its highest volume during the 5:30 to 6:00 pm commute period (59 users). The morning “commute” appears to occur over several hours in the morning, with a more pronounced peak in the evening. Noontime usage climbs, with a peak of 45 users between 12:30 and 1:00 pm.

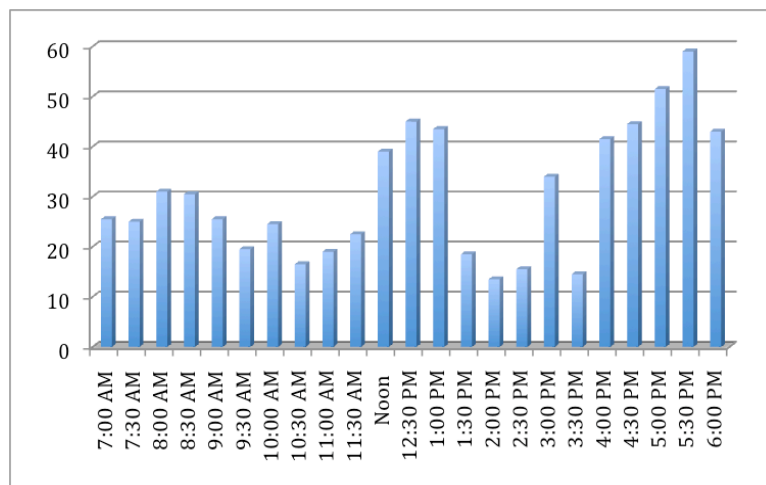


Figure 1 - Guadalupe River at Park Avenue

Guadalupe River Trail at Coleman Avenue saw an 86.7% increase with 420 total users over 12 hours (average over the two weekday counts). The morning peak occurred at 7:00 AM and the evening peak at 6:00 PM. The highest peak of the day occurred during the noon hour. The count station is near a large retail center and in proximity to downtown offices. From this count, it appears that the Guadalupe River Park & Gardens is a popular destination for lunch breaks.

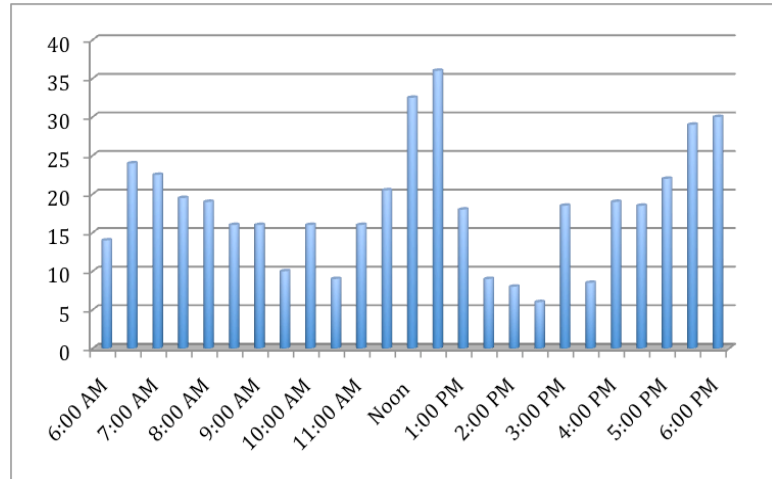


Figure 2 - Guadalupe River at Coleman Avenue

Highway 87 Bikeway at Tamien Station monitored trail traffic during the morning and evening peak periods. The highest number of morning users was from 9:00 to 9:30 am with 19 users. The evening saw a peak from 5:00 to 5:30 pm with 16 users.

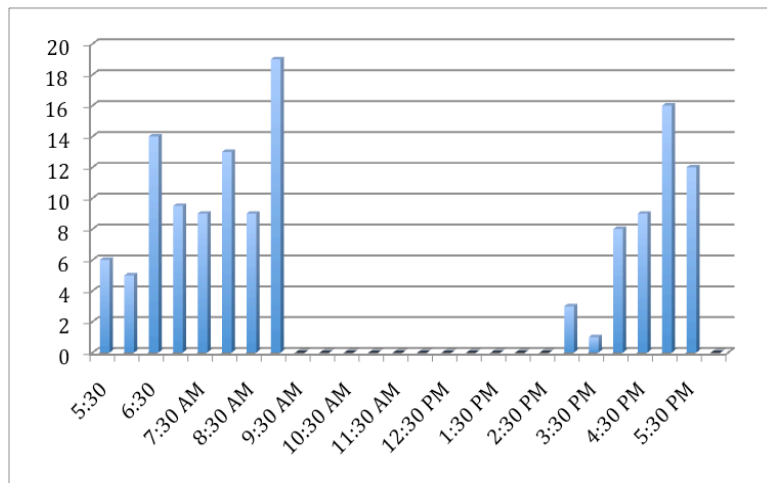


Figure 3 - Highway 87 at Tamien Station

Los Gatos Creek Trail at Hamilton Avenue did not show a well-defined morning peak commute as other trail systems monitored. Trail usage grew slightly through the morning. A drop-off in the afternoon was observed. A defined evening peak began at 5:00 pm, with the

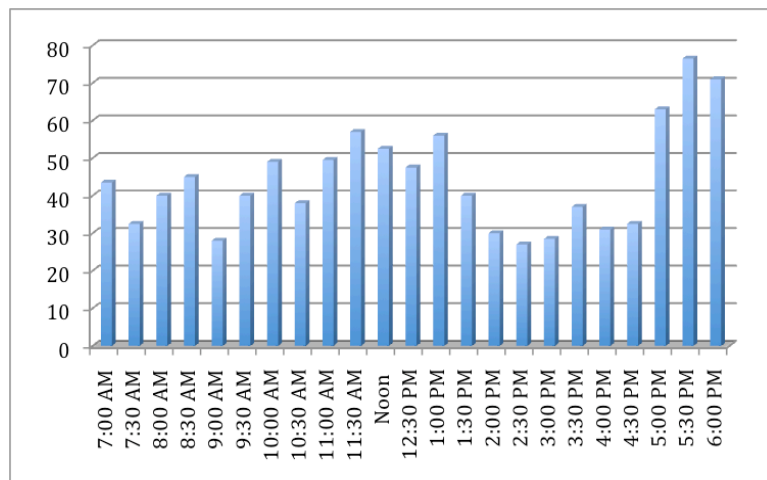


Figure 4 - Los Gatos Creek at Hamilton Avenue (weekday)

maximum half hour period identifying 77 users.

The Saturday count conducted along the Los Gatos Creek Trail at Hamilton Avenue showed relatively constant usage through the morning hours, with a peak occurring at 10:30 am with 116 users. A peak at 5:00 pm might represent an increase from commuting, with 70 users.

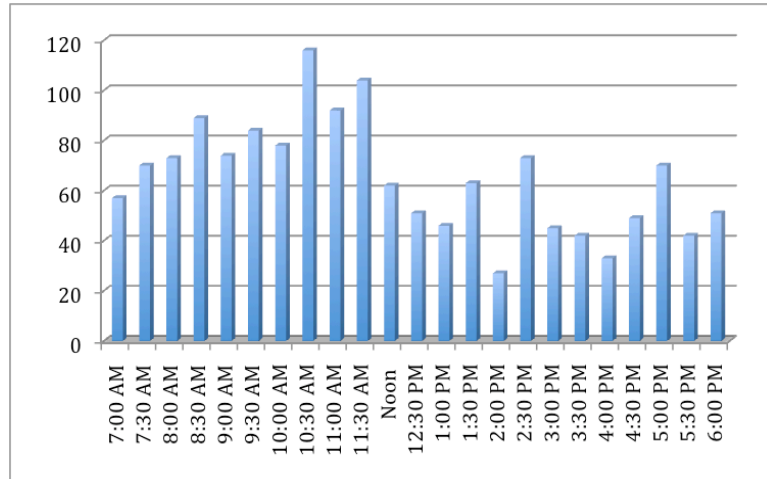


Figure 5 - Los Gatos Creek at Hamilton Avenue (Saturday)

Los Gatos Creek at Auzerais Avenue had far fewer users than at Hamilton Avenue. This portion of trail is short, not connected to the more popular system, and doesn't directly link to a park site or other attraction. A morning peak of 6 was counted from 8:00 to 8:30 am and evening peak of 10 from 5:30 to 6:00 pm. A northern extension to this trail system is expected to open during the next year; this may contribute to an increase in usage over the next 12 months.

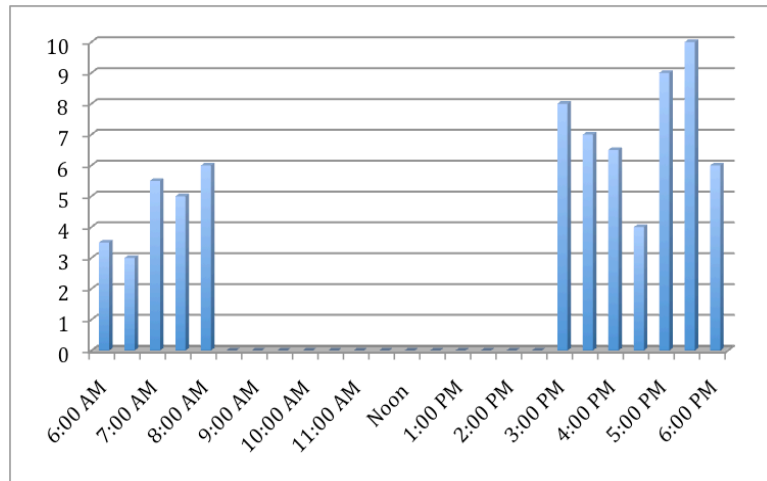


Figure 6 - Los Gatos Creek at Auzerais Avenue

Findings - Survey

Data was collected from September 17 to September 26. 291 trail users completed the survey. Attachment B provides the actual comments received.

The following is a summarizes the findings and provides analysis:

- Question 1: Respondent's name and contact information was only solicited so that gift certifications could be awarded. 248 persons provided this information.
- Question 2: 55% of trail users are between 30 and 49 years of age. Almost 36% are between 50 and 69 years of age. Only one respondent was less than 15, and no one between 16 and 19 responded. This may be due to postcard distribution occurring during the work week (postcards were not distributed during the Saturday count at Los Gatos Creek/Hamilton Avenue). The survey was unable to

determine if lack of youth respondents was because trails were not a convenient route to school or some other factor. It should be noted that there are few public schools along the existing reaches of the Guadalupe River and Coyote Creek Trail systems.

- Question 3: 74% of users are male. A number of comments related to Question 18 about trail safety were received from women, indicating that the perception of safety may discourage usage (See Attachment B for summary of comments).
- Question 4: A small percentage of responders (7.6%) were travelling with children. This is likely because the survey postcards were distributed during the work week when family bike rides or hikes would be less likely.
- Question 5: Trails most used during the survey days were Guadalupe River¹, Coyote Creek, Los Gatos Creek and Highway 87. This was an expected result because survey cards were distributed along 3 of these 4 trail systems. Small percentages of responders reported that they had travelled along the Highway 237 Bikeway, Saratoga Creek and Willow Glen Spur Trails.
 - NOTE 1: The survey questions and results are posted as a separate file on the program's website, under "reports", Trail Count 2008".
 - NOTE 2: Some confusion about trail systems may have impacted survey results. A large number of persons reported using the Guadalupe Creek Trail. This short (0.8 mile) trail is in South San José. The creek leads to the Guadalupe River, but is not part of the same trail system. Staff often receives calls about Guadalupe Creek when the callers are actually referencing the Guadalupe River.
- Question 6: Over the past 30 days, similar responses were received as for question 5, with trail users reporting visits to Guadalupe River, Coyote Creek, Los Gatos Creek and Highway 87.
- Question 7: Frequency of trail usage throughout the week was evenly distributed; 27.8% of responders say they use the trail once per week, 34.1% report two to three times per week, 29.6% report four to five times per week, and 11.2% report using the trail every day.



¹ A large number of responders said they travelled along Guadalupe Creek. Because the river has a creek-like character, it is assumed that users misnamed the trail system in their responses. This confusion regarding the trails name is witnessed when reports are filed by the public about maintenance issues.

- NOTE: The survey did not permit the responder to specify less frequent visits (for example, once per month, every 6 months, etc.), so there may be some over reporting on actual usage.
- Question 8: Bicycling was the most popular activity along trail (70.4%). A quarter of responders were evenly divided between Walking (14.4% = 11.6% walking + 2.8% walking dog) and Jogging (13%). No one reported rollerblading and 2.1% reported “other” (perhaps skateboarding, Segway, or equestrian).
 - NOTE: A count sheet from Guadalupe River Trail at Park Avenue indicates that three police equestrian units travelled along the trail.
 - COMMENTS: In response to this question, and for several other questions, a number of responders reported that they walk as a partner bikes.
- Question 9: The trail was used primarily for commuting by 50.9% of responders. 9.6% report recreation as their primary activity, and 36.3% report exercise/fitness. 3.2% reported “other”.
 - COMMENTS: Persons that reported “other” activity noted that they shopped, ran errands and were seeking to recover from an illness. Although a small number, promoting the trail system for these activities could draw more users. Maps that show types of shopping districts could be beneficial. Continued efforts to reach out to the medical community might encourage doctors to guide to patients to use the trails for recovery.
- Question 10: About one third (29.6%) report that travel along trails is for a short 1 to 3 mile trip. 28.2% travel between 4 to 6 miles. 20.6% travel between 7 and 10 miles. 21.7% travel more than 11 miles along the trails. The Guadalupe River Trail is the longest system in the City’s network at 9 miles. So at least 42.3% of responders are depending either on interconnected trails or on-street bikeways to complete their travels. Responses to Question 5 confirm that many of the respondents had traveled along more than one trail during the course of their journey.
 - COMMENTS: One person reported a 34-mile journey. 277 respondents provided the start and end points of their trip.
- Question 11: Responders were asked to provide the start and end points of their trip along the trails. With over 290 responders it was not possible to plot all locations, but generally speaking, most trail users are traveling from south San José to North San José along the surveyed trail systems.
- Question 12: 44.5% of responders indicate that the bicycle is their primary mode of transportation. This number is consistent with the 50.9% of responders identifying themselves as commuters in responding to Question 9. 12% of users are using a bicycle and transit to reach their destination. 34.3% use an

automobile as a primary mode of travel. Other responses included varying combinations of walking, driving, and transit.

- Question 13: 72% of persons that walk, bike or use transit as their primary transportation ranked trails as *very important* (ranking: 5), with 16.1% ranking trails as *important* (ranking: 4). Only 2.3% said that trails were not important (ranking: 1).
- Question 14: Trails are used most during the weekdays (48.4%). That response is consistent with the larger share of responders identifying themselves as commuters. Only 9.1% reported using trails mostly on weekends. This is probably because 42.5% indicated that they use trails both on weekdays and weekends.
- Question 15: 37.8% of responders are making use of trails after dark. Posted trail rules indicate that trails are closed 1 hour after sunset. In winter months, a regular work schedule (8:00 am to 5:00 pm) places commuters in a position to be traveling home after dark. There is an unresolved conflict between the posted rules and the program's objective to serve commute users.
 - COMMENTS: Many respondents reported using the trails in the dark due to commuting. Others reported concern about safety because of the darkness. One person noted that although dark, the trails were safer than streets. 95 comments were received concerning this question.
- Question 16: For those responders that commute, 57.7% indicated that employer-provided accommodations (bike racks, showers, lockers) influenced their choice to do so.
 - NOTE: Only 15% indicated that they do not commute in responding to this question. This amount appears inconsistent with the 45.9% reporting that they use the trails for recreation and exercise/fitness.
- Question 17: 49.6% of responders indicated that trail maintenance is good to excellent. Over a third (36.8%) thought maintenance was average. Comments provided in Attachment B are helpful in understanding the justification for responses. The responses will also be shared with appropriate maintenance staff in order to address issues.
- Question 18: 58.0% of responders responded that trail safety is good to excellent. A third (34%) thought safety was average. Comments provided in Attachment B are helpful in understanding the justification for responses.



- Question 19: Only 22.8% of respondents were familiar with the Trail Program website. Attachment B provides input on features that would encourage trail users to visit the site regularly. Some common suggestions indicate that people are seeking:
 - Interactive maps – similar to Google Earth, Street View and/or Wiki
 - Information about trail planning, project updates, and closures.
 - Background about missing links along trail systems.
 - More marketing to make people aware of the on-line resource.
- Comments: Respondents were encouraged to provide the City further input about trails. Attachment B provides a summary of comments. Some common input included:
 - Completion of popular trail systems
 - Paving of gravel trails
 - More marketing of trails as a resource and venue for new bike riders
 - Improved mapping, similar to Google Maps or a Wiki application.

Conclusion

It was anticipated that usage of trails would be higher than the previous count conducted in 2008. Counts conducted at the Guadalupe River and Coleman Avenue indicated showed an 86.7% increase over the past year. At the Park Avenue, a modest 7.7% was seen. The large increase at Coleman Avenue may result from the trail in this area being significantly more appealing for commuting and recreation because of the completion of the Airport Parkway and Highway 101 under-crossings in December 2007. Gasoline prices and environmental awareness were believed to be influences on increased counts may have had a modest influence as seen by counts at Park Avenue.

People that use trails wish to see more trails developed, links made and gravel surfaces paved.

Most users are male (74.7%), between the ages of 30 and 49. Many female respondents expressed concerns about safety that may explain the lower share of those users. Concern about vagrancy and the behavior of other trail users are common safety concerns reported.

58.1% of trail users identify themselves as commuters., the remainder generally being identified as people recreating. Several people indicated that they run errands along the trails.

Trails are used throughout the week and weekend.

Some commuters are using the trails after dark. Many people commented that they have public safety concerns about using trails after dark. Suggestions were received to include reflectors on trails and bollards to help users see the alignment since lighting is not feasible on most trails. People asked for lighting on the trails. Environmental issues prevent installation of lighting, so some educational material should be posted on the program's website.

Information is required on the website to explain why lighting cannot be provided on many trails.

Employer provided amenities like lockers and showers encourage bicycle commuting.

The most comments were received related to question 17 (maintenance) and question 18 (safety). Many people report that trails are well maintained, but others reported that glass, graffiti and debris need to be addressed. Requests for pavement were received. Issues reported about safety were both about transients/homeless and trail users themselves.

Trail users are looking for more advanced mapping features that can help them locate trails or plan their trips.

Attachment B – Survey Comments

(Note: Not all questions included a “comments” field)

Question 8: What was your primary activity for being on the trail today?

- Heritage Rose Garden Volunteer
- We walk to and from school with the dog every day
- Riding a bike while my partner walks

Question 9: What was your primary reason for using the trail today?

- Commuting
- Shopping and Banking
- Walking my dogs/training, exercising, relaxing
- Exercise, Fun
- Go to store and recreational
- Returning from car mechanic
- Emphysema recovery to aid in breathing
- Commuting during weekdays, exercise on weekends
- Shopping at Pruneyard + coffee in Los Gatos
- Fitness
- Going back and forth to volunteer.
- I do not use any San José trails on my regular commute
- Running errands in downtown San José
- Traveling from meeting to meeting

Question 10: On today’s trip, what was your total mileage?

- 14 miles
- 34 miles

Question 12: On a daily basis, what is your primary mode of travel?

- Auto for distances greater than 2 miles, walk/bike <2mi
- Combination 3 - Biking and Automobile
- Drive, then walk
- Walk, and bike
- Combination of automobile (carpool) and bicycle
- 1/2 time transit
- Transit, Biking, and Walking
- Automobile and walking
- Bike to work 3 times per week
- Auto and transit

- Car 1-2 days week
- Biking in summer. Car in winter
- I ride Caltrain to work and bike to and from the train
- Auto
- Combination - automobile and walking
- Automobile
- Mixed: bike 1/3 the days, Cal Train 1/3, car 1/3
- Bicycling or Driving (I switch)
- Motorcycle
- Try to bike one day per week
- Walking or bus
- Carpooling, biking and car.
- Automobile and biking
- 2 or 3 days a week it is automobile
- Transit-driving
- But I would really like to bike more!!!
- Bicycling when weather is good, auto otherwise.
- Auto some days; bike some days
- Carpooling and Biking
- Combo - Auto/Bicycle
- Transit on occasion if too tired to ride bike home.
- Auto and biking
- Cycling
- Caltrain

Question 14: When do you most use the trails?

- Evenings
- I like trails for safety and recreation
- I commute daily on the Steven Creek Trail in Mt View
- With my family on weekends
- Visiting San José; first use of trail
- I run on the Los Gatos Creek Trail on weekends.
- I use a brief segment of Stevens Creek Trail under hwy 101

Question 15: Do you use the trails after dark?

- Sometimes but rarely
- Too many unpopulated areas.
- In winter during commute hours.
- Unless it is gated shut like the Guadalupe Creek/Los Alamitos Creek Trails at Almaden Lake Park.
- Haven't yet, but as time changes, I will likely use trails after dark more when commuting to/from work.
- Generally just the section along the Guadalupe from Julian to Coleman where there are streetlights.

- I go up to St. Joseph's Hill via Los Gatos Creek Trail (beautiful), Monte Sereno trails, Kennedy Trail, Woods Trail, Priest Rock Trail, Fremont Older Park, Also the path from Hellyer Park to Morgan Hill
- Too dark and more joggers
- I started using the bike trails to commute earlier this year. I expect to be on the trails after dark as the sun starts setting earlier.
- Not lighted enough, too many homeless.
- When the time changes in winter it is sometimes almost dark
- Great trails
- Though sometimes at dusk
- Not sure how safe it is. I've only ridden the trails in the dark twice with groups, so no worries there.
- Sometimes I am riding at dusk, but never at night.
- Not so safe after dark...
- Are you nuts?
- I tore my PCL in right knee. Bike ~ 4000 mi/year for rehab since 2002. Trails keep me safely away from cars. Also bike Los Alamitos to McKean, past Calero and Chesboro, back over Willow to Santa Teresa and back to Almaden Lake Park. Cars on McKean blast by.
- Cyclists need to use lights. Walkers need to wear reflective clothing.
- Sometimes I start my runs at dusk and end up in the dark with a headlamp. I am not a fan of doing this as there are homeless people on the trails sometimes and I see graffiti on underpasses
- Are you kidding - not safe
- The trail is not lit so its not safe to ride after dark
- In the winter it gets dark early. The commute home starts before sunset but ends after. Also when the county closes the trail through Vasona Park at 5:00 in December for the Fantasy of lights, it causes real problems for trail commuters.
- Because of poor lighting - can't see road hazards
- There are a lot of transients on the trail, so I would never go by myself.
- No need. I exercise/commute during the day.
- I don't feel safe using the trails after dark
- I don't have a light for my bike. I am not comfortable riding the streets or trails after dark (safety issues)
- Lack of lighting
- Yes but not often
- I have to bike quite slowly... too many debris and cracks. BUT it is probably better to add additional trails... yet keep maintenance in the budget
- First and only use of trail
- Lack of sufficient lighting
- Mostly before dark as I run early in the morning
- That is the worst time to use them. Lighting is not a problem, but homeless people and maintenance trucks are on that road in those times. Morning and early evening.
- When commuting in the winter
- The trails shouldn't just "close" at sunset; I believe bikers or pedestrians should be allowed to enter the trail at their own discretion, at any time of day.

- Not often but occasionally I do.
- I wish there was a greater police presence or maybe just some trail guides who could walk the path. Sometimes I get a little fearful being down there at night.
- Early in the morning, before sunrise usually
- 7:30 AM and 6:30 PM
- In winter when it gets dark early I use city streets.
- Will be doing so in winter.
- Glass is a problem, especially at hard to see at night (better lately)
- To jog
- Only use the trails after dark when commuting. But, I don't like to because they feel unsafe - not lighted.
- I don't feel safe on the trails after dark.
- I usually don't use trails after dark but occasionally I use the Hwy. 87 path after dark.
- Generally, I feel that after dark (and early morning) the trail is safer than some of my other options, as delivery trucks and sleepy drivers have startled me running with their cluelessness even when I'm wearing reflective clothing. Cyclists commuting on the trail in those early hours, however, or late evenings, have lights on and are generally VERY polite.
- I also use public streets at each end; I consider them dangerous after dark. I can plan my trips to avoid nighttime biking
- Rarely after dark. I use bike lights but would like to have lights on the trails for much longer range vision to see animals and people.
- Mornings are dark now. Need lights under overpasses. And more lights everywhere for winter afternoons.
- Often in winter during the evening commute. I commute during 6-7pm, which is dark in winter. Sometimes when traveling home late other times of the year.
- On occasion but don't like to
- Yes, especially in the wintertime
- It would be awesome if the trails were legally open after dark. Commuting in the wintertime forces me to choose between busy streets and breaking the trail rules.
- I just bought a \$120 light to ensure that I can see. There is no lighting along most of the trail I use, some lights powered by solar panels, or even more reflectors would help
- I do not feel like jogging after dark. And security issue.
- Shady people on trail at times. Could be dangerous.
- I do not feel secure traveling on the trails at night, especially near or under the overpasses.
- Not sure if I'd feel safe doing so. Safety in numbers -particularly at night
- I commute in the dark in winter, but my lights aren't good enough for the degree of darkness on trails
- I tried Los Gatos Creek Trail once after dark and it's a little scary, but I'd use a trail if it went in the right direction.
- But they're kind of spooky in the underpasses.
- I enjoy riding from Los Gatos to Campbell on the Los Gatos Creek Trail. Sometimes I do this after work and it does become dark.
- I will occasionally ride on some trails after dark, although Guadalupe River Trail isn't policed at night, and I feel safer taking light rail.

- Need to put reflectors or reflective tape on the posts in the trails
- Sometimes, but not all are very well lit. A nice lighted trail would be awesome.
- Just a matter of timing.
- Had not realized it was an option. Would have to look at how safe I feel...
- There are people camping on or near the trails.
- Too many homeless
- (Occasionally)
- Lights on the trails would be nice going to the fall season
- During the shorter days, I will use my car again.
- Winter
- Before light in morning to come to work
- Commuting early AM...sometime stuck at work late PM.
- River trail between Airport and 87 connection at Willow Street do not feel safe at night.
- See many homeless people
- I don't feel the trails are safe after dusk. A lot of people loitering.
- I used Stevens Creek Trail (briefly under 101) after dark until a friend was ambushed there. Then I stopped using it after dark.
- There are lots of teenagers, homeless, and transients in certain parts of Gualalupe River Trail, so I don't feel comfortable cycling on the trail after dark.
- But I would if needed or in the area.
- Too dark to use the trail. I'd take the road if it were dark.
- Hard to see trail bump at night.
- The days are getting shorter already, and I find myself riding on the trails in the dark more frequently.
- I need to get home after work, and it's dark at 5 pm in the wintertime. Sometimes I work till 8 or 9 at night.
- But I would if there were sufficient lighting and not lonely areas populated by gangbanging drinkers.
- The trails I ride are not well lit and are dangerous after dark. If I have to ride after dark I will take city streets.
- I have good lights.
- Try to avoid but it is safer than street traffic!
- I feel safe along the majority of the trails after dark except in one location - on the Guadalupe River trail between Julian and Coleman where you have to go under the railroad tracks. The lighting isn't great there, so I have to dismount my bike to get around the gates. I've seen a lot of unsavory characters go down to the river right there, and since I'm off my bike, it makes me nervous. If you could make it so one could get through there without dismounting, I for one would feel safer.
- During the winter
- Not enough lighting; don't feel safe

Question 16: If you commute, do employer-provided amenities influence your choice to commute along trails?

- It would help if it were available. We are allowed to keep bicycles inside the building.

- Bike garage, lockers, shower, Caltrain Go Pass
- I used to commute via bicycle, but lately my daughter's schedule does not permit that.
- Employer is not in San José.
- Bike racks
- I have been commuting for years, long before the trail was built.
- Work from home
- I do all my local transport on bike but am retired
- BAE Systems pays 25% of your total amount of money spent on public Transportation. In my case, I get a monthly light rail pass; hence, I get \$15.31 back every month.
- I take Caltrain to the Santa Clara station, and ride home in the evenings, so my commute is on the way home.
- I have access to showers and bicycle storage at work - if I did not it would be difficult to commute.
- NA - we don't have lockers, showers, bike racks
- It would make it even more desirable if my employer provided accommodations, however.
- Co-worker also commutes by bike, so it is encouraged and more enjoyable than sitting in traffic w/ motorist.
- They don't provide, but it would help. I still commute with bike.
- Shower at work is essential.
- Traffic avoidance and pleasant view are influential
- I'm self-employed, but my landlord's willingness to let me bring my bike into the building is important. Where I worked before the building manager threw me out.
- Showers and lockers would have been nice when I was working. If I was commuting to work I'd like to see the "trail" concept applied to cross (east-west) county arterial roads where applicable.
- Adobe Systems has bike cages, lockers, and showers that make it easy to commute by bike.
- Showers at my work are essential (and they provide them)
- A shower and a safe place to leave bike and attachments are necessary.
- My company is actively pursuing "Green" activities and this effort communicates to me that it is OK to spend a little more time (30 minutes daily total) getting to work via bike then being in the office.
- I guess I don't really understand the question. Yes, I appreciate the employer-provided accommodations (specifically a shower) but use of trails is influenced by where I need to go, not the shower at work.
- Restrooms
- Makes it easier and more convenient but I am going to commute regardless.
- Shower at work is key
- My employer has showers, but I don't sweat enough to need them. My employer does not provide secure bike parking, but does tolerate bikes in the building.
- Indoor bike racks (so you can bring your high-end bikes), lockers, showers
- I use the trails more because my office has showers.
- Employer-provided eco transit pass is a huge plus if I don't feel up to riding home.
- I probably wouldn't commute by bike if I couldn't shower at work.
- Lockers and showers only.

- I work at Cisco.
- We have showers and lockers at Brocade.

Question 17: How do you rank trail maintenance? (Pavement surface, landscaping, litter collection, graffiti)

- Usually good. Sometimes junk or what appears to be a camp appears and remains for a long time.
- Graffiti has become an issue
- I see overflowing garbage cans and dog poop a lot of times
- Pavement condition, less so (but still important) landscape maintenance.
- Landscaping, litter, pavement surface
- Appearance
- Surface is poor in several spots. The extension 880-past airport isn't paved despite the \$Billions being spent on the airport.
- The Los Gatos Creek Trail is heavily used and still looks very good!
- Some areas are beautiful and uncluttered others not so much...need to pave 880 to Airport Pkwy!!!
- Sections of the trails are nice and some of the trail south of Los Gatos is still dirt.
- The 87 bikeway sometimes becomes overgrown, but it usually doesn't stay that way for long.
- Would like the trail paved along the airport.
- Garbage in the rivers
- Graffiti on Willow Glen Spur.
- Usability is poor due to gravel surface. Would like to see the SJ airport to Tasman paved. Also too much re-routing to pick up trail.
- Sometimes will see things for days on end. Overall, knowing of all the cutbacks I think things are fairly well maintained.
- Cracked pavement, roots causing bumps.
- Mostly fine, but occasionally find litter, graffiti and uneven surface problems caused by maintenance trucks which left deep grooves during the rainy season last year. This section is north of Airport Pkwy and Hwy 87. Also, graffiti around Guadalupe and Tasman. Also seen around SJ city areas.
- Pavement surface has occasional cracks and small bumps, making bike rides not entirely smooth.
- If it easily marked to get on and off, and keeps =going, for safety, and recreation,
- Trail can be bumpy because of tree roots
- The trail is always clean of debris, and I often see maintenance workers when I ride.
- Safety so the pavement is top of the list...
- Tree roots upset asphalt. About a year ago, great improvements on Los Gatos creek trail. Small bumps make me lose control
- Generally good.
- Pavement surface poor
- Everything is good on the Guadalupe trail. Lots of graffiti on Los Gatos Trail between Willow Glen and Campbell.

- It's a tough job keeping this clean, as there is such a large transient population that makes the river their home... Every AM I count dozens of people along the river trail that are coming out of the bushes...
- There is currently a lot of work taking place to add new sections. There is not much litter.
- Weeds, Tree roots bulging up the pavement
- I wondered why you didn't irrigate along Guadalupe trail from Coleman to Taylor.
- I've seen worse (trails broken up by tree roots). From my perspective, the greatest need is for clipping back bushes and tree branches that grow into the trail right-of-way. The Hwy 85 bike path was a disaster - huge cracks, bushes growing through fence.
- The Coyote Trail south of Metcalf Road has some drainage issues and potholes.
- The trail is maintained well but the creek needs work.
- Transient's stuff!
- Litter on the 237 and the Guadalupe is a constant problem.
- The trail is in great shape, but occasionally litter collection seems to be lacking. (It may be just my timing, because I'm on the trail early in the morning...perhaps before waste cans are emptied).
- Pavement surface has issues. Occasional graffiti.
- Graffiti, people who don't pick up after their dogs
- Pavement surface - work done along the trail 18 months ago was very poor!
- 2 water breaks that have not been fixed for several days - water spewing on trail, overflowing garbage cans, no poop bags for dog walkers, lots more graffiti than ever before
- Trail surface (I ride a road bike). Broken glass, loose rocks, nails, etc.
- Still construction going on (under Coleman) Railroad crossing S of Coleman is sketchy and could be better done
- Asphalt surface poor in places
- Some trails are excellent, some trashy
- Cracks in the pavement, broken glass and trash is almost always present. The homeless escapements should be kept away from the trails. Sometimes they even sleep under bridges in the dark during morning commute
- Some continuing construction
- I would like to see Guadalupe River levees paved with asphalt, to replace the rock surface from Alviso to I-880.
- Crossing RR tracks needs to be opened. Coleman under crossing needs completion.
- The trails are getting old in many places and are dangerous if you are traveling at the 15 MPH speed limit
- Over 6 months to clean flood debris along the trail.
- 100% better than five years ago but the homeless still leave a lot of garbage near discovery park
- I cannot stand the graffiti but it seems to get cleaned up fairly fast. I'm looking forward to the work on Coleman being completed soon!
- Today was a lady with black hair holding a phone up to her ear while driving a maintenance truck on the bike path. Need I say more?
- Graffiti on the undercrossings
- 87 is only maintained if we do it ourselves!

- There is always a bit of graffiti and some homeless camps along the trail at some points.
- Pavement surface
- Bumps in the trail pavement.
- Some bushes are seriously overgrown on the south end of the Hwy 87 bike trail.
- The trails are clean overall but could use beautification/more plants (preferably native species) in the more dead areas, such as the beginning of the Los Gatos Creek Trail
- Would prefer hard surface to gravel. Many broken bottles especially in winter, gives flat bicycle tires, too many homeless people living on the trail
- Too many detours/incomplete trails.
- Guadalupe trail is pathetic, it is not very bike friendly, we wish there would be a one straight road all the way to air port blvd, instead of going in and out and going through traffic at few places.
- I have seen on numerous occasions employee's of the city (I believe they work for the city) cleaning up the trail area, and painting over graffiti along the hwy 87 bikeway, the LG creek trail, and the Guadalupe creek trail.
- Sometimes there's a few papers and trash but that's to be expected. Mostly it's very clean.
- Amount of Broken Glass, Pavement surface, litter collection and graffiti.
- Trash on the trail
- Condition of most of the trails is good. Several locations near downtown have grade crossings and unfinished sections that make it less likely for me to use the trails.
- Too many trails along Guadalupe River are not paved, and the rocky gravel gets rutted.
- There could be more pavement around the airport and the trail that runs along orchard parkway
- Dirt vs. Paved, cracks in pavement, and rocks, glass, and other debris
- Guadalupe Trail that I use
- One section of the Guadalupe trail (on the East side of the River, north end of the airport) is EXTREMELY rough. There are deep-grooves in the dirt that make for a very rough ride. Overall, I'd prefer to see the Guadalupe trail paved from the airport to Tasman. I've debated because I like the gravel but overall - it increases wear and tear on my bike. This means buying chemical cleaners, which negate some of the eco-benefits of me biking.
- Trails generally are great. Some comments - broken glass a problem on Mondays, Homeless people sleeping under bridges a danger to bike, and themselves. Trail past airport needs to be black topped. San José sections of Guadalupe trails have too many roads to cross and swap sides of river. However, the network is great and improving. Further investment would make it excellent.
- Graffiti is *erased*.... there is less glass over the past year.... but the vegetation could be trimmed more often)
- Glass pickup has improved lately, but is usually a problem
- Pavement/gravel surface -- especially Guadalupe river trail north of Ryland park
- Los Gatos creek trail is poor. Guadalupe River Creek trail is okay
- Pavement surface 2) landscaping 3) litter & graffiti - some trails are better maintained than others
- Lots of glass, especially near convention center. Low hanging branches are a problem

- Litter and graffiti are very prevalent.
- The unpaved trail section is VERY dusty and covers the bike (and rider) in dust. Overtaking slower riders also means you have to ride through their dust. One big issue is winter riding, the underpasses get flooded out, making riders go on the streets in the worst weather!
- Rough spots, trail ends and begins with no or virtually little direction. Some trail breaks were well marked but not all
- Guadalupe river trail has gravel surface in BAD condition and bikes are using parallel street near airport and this is not SAFE. Coleman underpass rework will probably last till next century. There should be safer connection between hwy 87 and Guadalupe river trails
- Weeds along the 87 path are ugly, there is a dangerous pavement-to-bridge offset where the path crosses Chenoweth Ave., fences often aren't repaired following auto incursions from the freeway.
- The LG Creek Trail is well maintained. I've used other trails and root incursion is a problem
- San José does the worst job on the trail of the three cities that maintain it. Campbell and Los Gatos consistently keep their sections of the trail cleaner and freer of graffiti and trash.
- Condition of pavement, incl. cracks. overgrown plants
- Bushes growing onto trail. Bumpy trails in places.
- There's always trash. Signage along Guadalupe River trail is poor for directing walkers/bikers. Construction barriers are not good either.
- Hwy-87 trail is much improved in recent years. Thanks!
- Los Gatos Creek trail is generally very clean. It is less clean along the Auzerais-to-Meridian stretch though.
- Maintenance of the Los Gatos Creek trail is great. Any additional funding should be directed toward adding new trails.
- Cleanliness, cleared of debris
- Rubbish buildup, and cracks in the pavement
- Trail surfaces and cleanliness were good - need more signage in and around downtown (unmarked dead ends, street crossings vs. under street pathways, continuous north-south directional signs) - some areas could use better landscaping (a lot of dirt/weed fields)
- Cleanliness. Absence of homeless people.
- Graffiti and litter
- Broken bottles and other hazardous materials
- I ride the whole length of the Los Gatos Creek trail. It is uniformly clean and in good repair.
- Cleanliness and surface state
- The cleanliness of the Guadalupe River Park & Gardens
- Guadalupe River trail appears to have some leaky irrigation channels.
- Campbell city decided to opt out of emergency phones along the trail. Also, I've suggested a parabolic mirror at the intersection of the grade beside the LGT and Bascom Ave (west side) where it's difficult to see potential traffic down the trail. On Saturday's there's a lot of trail traffic. No mirror so far.

- Saw lots of litter
- Everything is in good repair/maintenance being done/construction under Coleman Avenue.
- It's paved, there are usable trashcans, and the benches are very nice. I would give it a 5, but the "emergency phone" areas probably need to come out, and I'm not sure what the "clean up after your pet" stations are supposed to be for.
- Incomplete trail areas
- Coyote Creek is fine. Highway 87 is overgrown, graffiti, loitering people, and has broken glass frequently
- Seems to be well kept, no real issues.
- Surface not always great
- There are no signs at the very dangerous abrupt switch-backs (three that I know of) and dead ends (two that I know of).
- Lots of graffiti and trash in the creek.
- Trail surfaces are getting bumpy. Also I would like to see trails swept more often. I get punctures from thorns, although I'm not sure if that has ever happened on a trail.
- The trails are generally OK, although there are nuisances that appear (such as flooding underneath Tasman Rd on GRT)
- Litter
- Do see much trash and that I do see disappears in a couple days
- Graffiti, occasional broken glass on trail
- Pavement surface-in some places the path has been cracked by weather or tree roots, there's also a problem with dirt and sand being washed onto the trail from heavy rain.
- I say in general the trails around SJ I use seem pretty decently kept.
- Brush on HW 87 bike path near Chynoweth
- There are about 3 to 4 trucks, Semis or Construction vehicles every morning and evening. Sometimes I find going through downtown safer. There is tons of litter on Rt. 87, but that is understandable since people litter out of their cars. There is no way to keep up with that sort of mess. As for the rest of the trails, one can tell it is a construction afterthought. However, I still love them.
- Upper Coyote Creek Trail is pretty good, needs sweeping more often. 237 path near power plant is a disgrace.
- Excellent trail! There have been a lot of homeless camps lately, but no issues with campers. Also, a couple of the mile markers are broken or missing (miles 7 & 7.5)
- 237 trail is often overgrown with weeds
- Root damage, low branches, broken glass
- The ability to connect a ride on the Guadalupe River trail with the Los Gatos creek trail.
- More of the Guadalupe river trail needs to be paved
- There is too much landscaping. Let the vegetation grow naturally. Do not mow. Allergic people should get medical attention and therapy. Presence of the homeless -> Install bright lights under the bridges.
- Homeless encampments, bad pavement, graffiti, litter
- Clean. If some graffiti it has been cleaned immediately.
- Small amount of graffiti and damage to one of the emergency phones, but trail is in excellent shape.

- Maintenance of landscaping, litter, graffiti
- Litter, brush or dirt on paved trails, cracked pavement, bicycle obstructions, etc.
- The gravel paths along the airport and the Guadalupe River could become paved
- The entire trail is not paved and does not have a safety rail to prevent fall.
- The Guadalupe & Coyote Creek trails are great, but the Los Gatos creek near 280 has: (shopping carts in trail, homeless person sleeping ON the trail, overgrown branches, litter from homeless encampments along side trail)
- Pavement conditions. More trails should be paved to make them more usable for all users.
- Landscaping growing on/over trail and debris on path make it dangerous, esp. in low light
- The LG Creek Trail is often overgrown
- The Highway 87 Bike Trail is largely ignored despite my constant emails that weeds need cutting. I end up cutting them myself.
- River trail adjacent to airport parking lot has been torn up since last year and not fixed; tumbleweeds are starting to overgrow 87 trail from Willow to Curtner Avenue.
- The trail is clean and well marked but it could use some repaving. There's one section where the trees hang low and hit cyclists
- Clean up of river undercrossings is poor in the winter. After there are roots, branches, and mud across the trail.
- Landscaping, pavement. Couple of years ago, I complained loudly after weed killer had been used on Los Gatos Creek trail, badly damaging the landscape. It never happened again after that, I probably was not the only one to complain.
- Paving the Guadalupe trail north of Hwy 17 is important to me.
- HWY 87 Bike Path is in very bad shape. ACTC cleans it once a month. The landscaping, Litter, graffiti are very bad. It took ACTC 4 months to get the graffiti in next and still requires once a month to maintain. The Guadalupe River Trail is in great shape. Los Gatos Bike trail up to Lexington Dam is a big problem. A bike rider never knows if it closed. Plus, there is no detour if it is close. This causes bikers to go down HWY 880 to HWY 9 Exit or hike thru 3 miles of dirt.
- Detours and signage along trail make it hard for some riders to follow. Otherwise, trail maintenance is reasonable.
- Glass, cleanup after flooding
- Pro: trails are clean, little to no dirt/gravel on paved areas. Cons: bumps from tree roots
- Hwy 87 trail has broken glass along it. Coyote Creek trail has poor pavement. Palm access to Guadalupe Trail is beyond poor. All trail are lacking good signage, especially Guadalupe.
- Generally very good. But the dirt surface through the airport makes me and my bike very dirty.
- Recent graffiti on the trail benches
- Pavement surface, litter collection, graffiti
- Overgrowth of weeds, graffiti, hanging foliage causing ducking to avoid hitting it.
- Landscaping intrudes into the trail (bushes from sides and trees from above); pavement surface has bump in places.

- The trail seems clean. Most importantly, any broken glass must be cleaned immediately.
- Surfaces are pretty bad on many parts of CCT
- Litter, debris, pavement cracks
- Some sections of trail often have broken glass. Hwy 87 trail has cracked pavement -- not a problem today, but it sure will be later on
- Maintenance workers are often present. Construction progress just started, etc.
- Gravel, overhanging bushes
- Pavement surface, litter, landscaping
- Sometimes it is good & sometimes not so good. People have started sleeping & keeping things on trail along with garbage cans overflowing
- 87 bikeway has significant litter.
- Trail is smooth and clean; graffiti is under control, however there is typically lots of trash in the creek itself.
- The litter in the creek bed between Park Ave and Guadalupe Parkway is very bad.
- Not bad for the part of the trail I use. I have helped clean/ paint the more southern sections of the trail, which was bad.
- Lot's of glass in/near Park Ave under pass, Palm St path under 280. Low tree branches on path near Park as well.
- Have to cross street at Coleman. Also would like section along airport to have asphalt.
- There are sections along Hwy 87 where the weeds on the side of the trail are growing into the trail. There is graffiti & lots of trash.
- It would be nice to pave Guadalupe trail along side SJ airport.
- There are some sections that are pretty horrific. Some in which you have to climb a fence or make a complete 1/2 mile detour.
- I think the Guadalupe River trail and Los Gatos Creek trail are excellent. The Coyote Creek trail heading south out of Hellyer Park needs work though - tree roots have pretty well mangled the first mile or two.

Question 18: How do you rank trail safety?

- Have had no problems.
- Speeding bikers are a concern, especially on the Los Gatos Creek Trail
- Center lines, Although there should be a convex mirror on the bridge at Prune Yard (Quite dangerous)
- I am not aware of any safety issues. I do avoid unpopulated sections of the trail.
- I can defend myself from most threats.
- Much safer than streets especially the alternatives like 1st/Brokaw, Coleman/De la Cruz. Poor pavement quality/homeless can be an issue at dusk.
- Some trails (Hwy 87 and Guadalupe River in particular) don't have over/under passes at major streets, dumping trail users into heavy traffic.
- Sometimes people are sitting/sleeping in the trails. When in a blind corner, this can be dangerous.
- Some pedestrians are not very aware of other people around them that may pass quickly, including runners, inline skaters, and bicyclists

- A lot of blind corners...too many breaks in the trail causing you to have to ride the street and enter the street unsafely
- Riding the trail or jogging in long sections at night can be dangerous if jogging or riding alone.
- Visibility approaching some turns is not great. (Particularly an underpass along 87 between Tamien and Curtner.)
- Seeing police along the trail
- Except for the "crazy" drivers who do not pay attention it is safe.
- Not had any problem during the day
- Safety can mean lots of things. 20 years of walking along the Guadalupe I've had very few problems with homeless people, though occasionally there have been issues with drug sellers, seekers, users. The police presence there has been very good overall. WHAT IS UNSAFE usually are two things: off leash dogs and bike riders going so fast they come up on people with no warning. The hills and corners make it impossible to see what is ahead (or behind) and one of my (on leash) dogs was hit and injured by a bike rider (rider also fell). I had to rush to the vet, and though nothing serious was wrong it cost me several hundred dollars. I know of a dog (not mine) seriously injured by an off leash dog - a ranger and the police were involved so I assume there is a report somewhere. I also was knocked down by a large off leash dog and injured. I believe the rangers are trying to get the off leash dog situation under control, but I do not think anything is being done about the really fast bike riders. These are mainly the ones who commute, who use the park as a "road" which I feel is very incompatible with all the others who use the parks - dog walkers, people with young children, elderly people, bird watchers etc. (Often on weekends people bring their kids who are just learning to ride bikes on training wheels to use the trails, sometimes also with a kid in a stroller - and I'm amazed a fast bike rider hasn't injured someone already). I no longer feel safe to use the park trails, and so walk my dogs around the "field" the orchard, rose garden etc, since this space is open enough for me to see bike riders coming. I very much would like to walk the trails closer to the river and feel the increased use and speed of the bike riders prohibits it.
- Some homeless people.
- Secluded areas can be problems.
- Off street trails eliminate potential accidents with vehicles.
- I would have given you a 5 for the Coyote Creek trail, except for the water flow over the trail just south of Coyote Ranch. This is more than a seasonal problem.
- I am a single girl so when I ride my bike I am thinking safety all the time...
- Homeless still sleeping on trail in AM and/or hanging out in groups
- I now avoid Saturdays because too many walkers take up full trail width, despite yellow lines. And mountain bikes boom on/off trails for their fun, but sometimes booming on, cut into me. Weekday mornings cool and more peaceful. Sometimes peaceful = safety for both me and walkers
- Divided lane - would like to see signs to encourage walkers not to block entire lane - and be on lookout for cyclists from behind.
- During the weekdays both Guadalupe and Los Gatos Creek Trail are nice and safe. Both trails have homeless people living down by the river or sitting under overpasses.

Last Sat at noon I saw a group of homeless people fighting next to the trail by Adobe. So my wife, 1-year-old son and I had to take the long way around.

- I have never had a problem. Downtown San José does have people sleeping rough in the area, seems scary, but I never had a problem...
- Most people don't pay attention. They step onto the trail or stop and turn around with looking. If you are on a bike you really need to expect the un-expected.
- I have not had any problems. But I am a male not a female. I would not my daughter to be on the trail alone. To many homeless all over trails.
- I haven't experienced any problems.
- I haven't had a problem, but I'm concerned with the potential for an accident where the trails cross roadways.
- I only use the trail during the day and I do see workers and police patrolling
- Transient's and Drug dealers
- I feel very safe on the 237 and San Tomas trails however on the Guadalupe the trash, graffiti, and transients give me pause.
- Many people (biking and walking) don't pay attention to others
- I personally have always felt safe on the trail.
- Never had a problem.
- There are sometimes some creepy looking people loitering on the trail - they seem to be doing nothing - also some homeless people
- No problems in 20 years of riding the trails by myself or with my children
- Suspicious looking people standing at bottom of Bascom ramp several different days, increased gang graffiti, increased homeless - fights amongst them
- 87 connection to Alma Ave bites. 87 connection to Guadalupe does not exist. Guadalupe is very poorly marked.
- Would like to see more police etc. patrols due to obvious homeless people camping. However, I have had no problems.
- Lack of lighting and small number of users
- Some lights aren't on in the dark
- Unlighted. Trees need to be trimmed in many locations.
- A hostile loitering individual drunken individuals homeless encampments
- Crossing RR tracks needs to be opened. Coleman under crossing needs completion.
- See Above
- Occasional pan handling.
- I have never been confronted but I run with several people
- I don't have problems but there are a lot of homeless and not many people.
- Homeless people. They sort of harmless, but they sure can get mean to each other and others around them.
- I usually feel pretty safe, although some of the transients make me a little uncomfortable.
- Trail is generally populated
- Being removed from cars is nice. A couple of street crossings are dangerous, though.
- I think it is safe to assume that trail users would look out for and help one another. I never feel at risk being on the trail.
- Never had any encounter with homeless people

- Guadalupe trail has lots of dead ends with improper road signs, No road names on the bridges, Since the trail is not continuous we need some kind of detour signs to help to get onto the trail.
- I have been riding these trails from work for over 6 months now, and during the day I have yet to see any obstructions, and I have ridden during the night and the same thing, I have yet to see any obstruction's. The trails are always kept up, and clear of any debris.
- I feel safe on the trails. I know sometimes people use the area for sleeping or relaxing since they don't have a home but for the most part they're respectful. I've only had 2 people be rude to me and one was a biker who was just mean and the second was a man who was paranoid schizophrenic and you can't exactly screen people who use the trail. I'd like to see more bike cops or trail guides or rangers.
- Maintenance, construction
- Trails crossing through major intersections, crossing freeway on and off ramps.
- Too many grade crossings
- No incidents thus far, maybe lighting in the freeway underpasses near downtown, have never seen a bike/pedestrian police patrolling the area either
- There are not a lot of people on the trail, and there are some homeless folks, whom I believe are relatively harmless. On my bike I feel safe. If I walked I'd feel a little unsecure.
- There are some blind spots on the trail: Particularly just north of Curter on Hwy 87 - the trail goes underneath a bridge (Almaden I think) and close to the train tracks. This morning, I was almost hit by someone coming around the corner too fast.
- Seems creepy after dark.
- Trails dark at night. Homeless people sleeping under bridges are easy to run over on a bike
- The trail is not heavily traveled when I am on it, and it is very isolated from the street and highways. There are also some bums on the trail.
- I have not encountered any problems. However I have seen many drunk transients along los-Gatos creek trail and also along the Guadalupe river trail
- Location of trail 2) Pavement surface 3) overgrown landscaping 3) litter & graffiti - some trails are better maintained than others
- Some homeless people but they (mostly) stay out of the way
- Blind corners near bridges combined with cyclists going too fast. Homeless people appearing out of bushes near creek.
- See above comment about the low trail level at underpasses getting flooded. Other than that, the trail safety is quite good.
- Except in the evenings or early morning, when there is not much light out. I worry about the transients that live along some portions of the trail.
- Several homeless people, my children saw them urinating, defecating on the trail. We will NEVER come here again.
- Lot of major intersection crossing such as Curtner and Capitol. There should be safer connection between hwy 87 and Guadalupe River trails. There are suspicious people and some activities some under I880 by the south end of Guadalupe trail.
- One never knows who might be along the Hwy 87 path; I wish it were lighted because occasionally I must use it after dark.

- Difficulty maintaining visibility warnings/lines on the LG trail that goes under Campbell Ave. Clueless trail users all over, problems with walkers that are on the wrong side of the yellow line making passing confusing for traffic on both sides, and people with extended leashes and small dogs who walk on one side and let the dogs walk along the other. Trail grates have sometimes been chosen for automobile traffic and are too widely spaced for road bike tires.
- Being male; riding during the day; I'm cranking
- There are more and more homeless encampments along the trail
- Use common sense. If something is off listen to your gut. I once faced a flasher on the trail. He was walking I was riding a bike. I did not stop but kept on going.
- Visibility of trail ahead is good with appropriate speed (slower when necessary). Condition of trail for safe riding: some sand, dirt or loose pavement in spots.
- Blind corners and poor lighting. No emergency phones.
- Homeless are intimidating
- Condition of pavement (bumps, cracks, holes) - interface with surface streets: number and gnarliness - silt accumulation in low spots.
- Wider trails would be nice.
- No graffiti, little graffiti
- My wife doesn't feel safe riding along. The gaps in the trails (esp. Los Gatos Creek to downtown and Los Gatos Creek from Meridian to Auzerais) are quite unsafe and poorly marked.
- Absence of homeless people and litter.
- Lack of people using the trail or people loitering in certain areas on the trail
- Cleanliness, minimal sightings of people or evidence of people who aren't obviously using the trails for intended use, regular use by others
- A lot of funky trail entrances, tricky and a bit dangerous for bicycles.
- Type of people using it
- No security patrols after dark
- I am not easily scared
- Light traffic.
- The type of fencing along the trail. Either no fencing or four foot fencing is better. The new trail along Laurence Expwy. between Williams and Prospect) has an 18-inch fencing, which I think is dangerous.
- Don't see loitering or homeless hanging out on trails
- There seem to be a lot of indigent people who live in the creek area. They've never been threatening to me, and I can understand how the creek is a safer place for them to stay, but since I walk with 2 young kids, and I am not strong enough to fight someone off, it's a consideration. At the same time, I would be very, very sad if some massive police action were to take place to uproot people who really don't have anywhere else to go.
- Never been assaulted
- Coyote Creek trail is isolated. Highway 87 trail, while next to freeway, is also isolated...and the graffiti appears to be gang associated
- It's as safe as it can be.
- Homeless presence in spots

- There are no signs at the very dangerous abrupt switch-backs (three that I know of) and dead ends (two that I know of). There are unneeded curves designed into the trail that hamper distance vision for bike. There is no painted centerline (which would remind people on foot and parents of young children that bikes may be approaching at any time. For a while there was no sign showing that the construction area at Coleman was closed (and this was right after it closed, I went full speed into a job site). The upper Guadalupe River trail has road undercrossing with very small signs that say, "Undercrossing may flood during high water events". Have you tried reading one of these signs when passing it at 15 MPH? In early May there was 17 inches of water in the trail under the Tasman bridge. There were no rains at all for many weeks. What the heck is a "high water event", if it doesn't mean rain? Any why did this dangerously flooded undercrossing have such a small sign? And if it was known to be flooded all the time, why wasn't it blocked off? There are no signs at the very dangerous abrupt switch-backs (three that I know of) and dead ends (two that I know of).
- The Los Gatos Creek Trail extension has been a little frightening to me with people sleeping on the trail.
- There are a few blind curves but mostly pedestrians are not aware of cyclists. It's not really a problem, bikes can slow down.
- Again, okay, but the presence of transients in Guadalupe River Park makes me think Guadalupe River Trail isn't completely safe at night.
- Never had or heard of an incident
- Homeless guys are kind of creepy
- Seeing police patrol the trails. Keeping large bushes pruned away from the trail.
- Bikes go way too fast and cut off runners and walkers. Very dangerous. Same for Roller bladers.
- I pass by 4 to 8 people sleeping under bridges and on landscape pillars everyday. I have called in three times 911 for narcotic sales by the Tamien Station and the Airport Trail. After being put on hold for 15 minutes each time, I stopped calling 911. I hate going downtown because when standing at the Snail-Rail Station at the Santa Clara Station, I'm asked for money at least one time. Most is 3 times. Last, I find that transients are a problem on the trails. When flying down a hill by the Children's Museum Bike trail, the underpass of the bridge has at least one person sleeping on the left or they are just waking up and folding their blanket/sleeping bag in the center of the bike way. There are a number of times I had to hit the brakes to prevent myself from hitting them.
- 237 bike path near power plant is a disgrace
- Homeless camps and a few dark areas while going under overpasses.
- I have had no safety problems
- Occasionally feel threatened by large dogs not clearly in close control or afraid I will not see a human/a little dog/a *long* leash. Also concerned about homeless.
- Getting away from cars makes me feel safe. The Guadalupe River seems to have a lot of transients, which makes me feel unsafe. Also, trails tend to be too narrow for bikes & pedestrians to share comfortably.
- Insufficient lighting and lack of consistent paving as well as inability to keep trails clean of debris are all safety problems.
- Off-leash dogs. People camping on the trails.

- Homeless encampments, bad pavement, graffiti, litter
- Too many homeless. I have witnessed individuals in the river banks "shooting up" drugs.
- High bicycle speeds cause concern for safety while I'm walking.
- No markers to indicate where you are on a trail, no marker to indicate where you are in relation to a street; no emergency phones
- Blind turns, lighting after dark, bike or runner hazards
- Never see too many people, which is good and bad.
- Homeless people
- I have only seem patrolling on trial twice in last one year
- My wife and her friends job every morning around Willow Glen, but they do not use the trail due to conditions (mentioned above) that APPEAR to be unsafe. Once more people live by and use the trail, I believe this will help improve the feeling of safety.
- Trail system should be expanded to promote more bicycle and pedestrian activity.
- Poor maintenance
- Bollards and twisty gates are too narrow to navigate safely on a bicycle (near Blackford School, under San Tomas, Stevens Creek trail at Central Expressway)
- More lighting could be used in certain dark spots along the trail. Requests for addressing burned out lights are seemingly ignored.
- Homeless people walking in/out from the river bank
- River trail between Discovery museum and Grant Street seems to have a lot of police activity and groups hanging out.
- The trail is well marked, clearly divided, out in the open etc. Dangers come from low branches, uneven road surfaces
- With more use I feel safer. Vagrants people are a needless distraction and I don't like seeing people pooping on the trail when I bike to work--especially under San Fernando Street bridge in downtown SJ
- After dark, I would not like my wife to walk on the trail. No phones, I see abandoned bottles of beer. It probably becomes a jungle out there
- During the day, the trail is safe. There are some blind curves that can be challenging. (I.e. Guadalupe River trail under 280.)
- Could use better lighting at dusk. The undercrossing between Coleman and Julian on the Guadalupe trail has bad visibility.
- I have been riding the trail since Sept 2007 every day to work and I have never had a problem. There is homeless camp at Willow and HWY87 bike path. And there are several homeless along the Guadalupe River Trail
- Some places are dark at night and there are blind spots
- Poor for cycling because of short sight lines, lots of pedestrians, roadway intersections
- Dangers to cyclists + non paved trail through airport causes cyclists to use road w/cars/construction + bumps from tree roots + dogs on long leashes
- There are several locations along the Guadalupe River trail with blind corners, which can be hazardous for incautious cyclists. Sometimes transients congregate in certain parts of the trail.
- Conflict of bikes, runners and walkers (with & w/out strollers)
- People and trail sections that cross the roads

- Most people are careful and yield unless wearing IPOD headphones, which block their hearing of outside noise
- Areas with blind spots due to trail route, landscaping need to be cut back so that it is not so close to the trail.
- Trails themselves are fairly safe. People with kids/pets don't always know trail policies.
- Many blind corners on the GRT. Having painted "lanes" would help avoid collisions. Some homeless folks along the trail -- but I've never had a problem with them
- Trail condition (+) Lighting for after dark. (-).
- Number of other users and lack of problems from other users
- How I feel when I use trails
- They are very safe during daylight. I wish 87 bikeway had fewer detours onto city streets.
- I have never been harassed along the trail.
- Don't see many homeless or other scary people.
- Road surface imperfection like potholes, cracks and blind corners
- Some trails, like Los Gatos Creek trail are too busy... Some trails, like Guadalupe, have homeless encampments and people "loitering"
- Lighting, amount of people on the trail, and overall well-being.
- See above comment to question 15.

Question 19: Are you familiar with the Trail Program website? What content, features or modifications would encourage you to visit the site regularly?

- The survey introduced me to the trail program website. Make people more aware that it is available.
- My first visit to this site, and I bookmarked it for future use.
- Post signs at reasonable points on the trails - not too many, not too few
- Updates on status, changes of plans and dates for future trails and sections.
- But I am now... Thanks. Great info...
- I have tried for a year to find the connector between Meridian end of LG trail, and downtown. Willow to Palm to base of Guadalupe trail is a horrible road for hard high-pressure bike tires. Neither SJ mercury nor road signs (a few are up, but where does the trail go???) So if I could get that info, I would use the site.
- Construction/detours. Updates on improvements.
- A more holistic approach from a regional view. Trail users don't care about San José city boundaries. Also, add a section for trail users to review the trails and add info for other potential users.
- Updates in the newspaper drove me to the site today. Perhaps a once a month/quarter status reports on new or newly maintained trails.
- Information regarding closure. A chance to meet and discuss others interested in recreational and commute bicycling.
- Updates on construction, plans, maps so I can use trails effectively as a means of transportation
- Possibly another drinking water fountain near the 880 overpass?
- I was "Tabling" at Lockheed today, handing out maps & info on cycling at their Environment Fair. I did not know about your site. You need marketing.

- Maps
- I can't think of anything I just ride the trails, enjoy nature and try to get better from my smoking caused disease
- The Guadalupe Trail has so much potential but everyone calls it a homeless hangout. People at work think I'm "brave" to ride my bike on it. I have never had a problem and have been riding my bike on it since May of this year. I started on "Ride Your Bike To Work Day." I can get to work on my bike the same amount of time that it takes me to ride the Light Rail! (That includes driving to the LR and parking, etc.)
- I am unaware of any such site.
- Trail maintenance and new trail planning forum.
- Interactive mapping service? Would be great if you could enter a start and end point and have the system tell you what trails/route to take...
- Need better visuals and marking where trails break and begin again
- If I see any progress in maintaining, improving trail system.
- Don't know, my Internet time is limited; I might not have time to look.
- Mile point information to plan routes to explore new places. Coyote Creek is a simple example, but it would be neat to "build" it like you can build a trip on 511.org.
- Wiki - capability to update current conditions
- Updates on progress, changes and links to other trails in neighboring cities.
- Maps
- Not sure. Maybe if events were happening along the trail or adjacent to the trails. Nature walks, art events, family days/bike rides, etc.
- I know where they are. Why do I need a website?
- More parks allowing biking on trails at dry off-season times (not week-ends).
- Trail completion/closure/expansion information
- Notices on trail detours. When they'll change and who to get a hold of when they are poorly marked.
- My husband and I bike everywhere--to work, the grocery store, the library, volunteering. We would love to know what improvements are being made and to hear stories from other people who are trying to make biking their primary mode of transportation.
- A more interactive map option would be nice, that contained all trails on one page, with all street labeled in detail.
- I monitor the trail closures regularly.
- Needs better maps. With routing. i.e. Google maps.
- Mapping!! And it improves every year! Many thanks!!!!
- Trail maintenance reports (i.e. when are they done at the Coleman underpass??)
- Get companies to feed forward news updates about the trails to their employees. More awareness => more people => more safe => more use => more funding => more trails.
- Not sure, need to visit more before making a decision
- Mash-ups with Google maps. Show the trails as a bike road so I can get direction. Who in the city is leading this with Google?
- I would very much like *someone* to host a bicycle route-finding service, much like Google, Yahoo, and MapQuest have for cars.
- Perhaps a monthly alert of trail updates (via e-mail) -- with more details on the website. I mostly use the trail website to learn of closures.

- Easier map interactivity. (Link in interactive map was broken for zip 95110)
- Up to date information about trail closures (which I hope are rare) and new trail openings
- Maps with entry and exit points on the trail clearly marked; updates on future trail plans/openings.
- Info on trail cleanup programs.
- Frequent updates on construction projects (Guadalupe River trail near Coleman in particular)

Question 20. Thank you for responding to the questions. Please let us know if you have any further input about the trails in San José.

- I would like to see the Los Alamitos Creek Trail extended northward towards downtown.
- Many trees are dying between Meridian and Campbell. These trees are 10+ Years old, and will die if not watered in the coming weeks.
- Keep improving and connecting the trails.
- Need to connect Guadalupe from Chenoweth to 280, and Coyote from Tully to Guadalupe.
- Highway 87 Trail would be much more useful if it was one continuous trail. Guadalupe River Trail is beautiful, but confusing. Lots of dead-ends and places where cyclists have to go up to the street and either ride on the sidewalk or against traffic to get to the trail continuation on the other side of the river. Great for weekend walks with the kids, inconvenient (and annoying) for bike commuting.
- I LOVE the off road Los Gatos Creek trail system! I enjoyed a long ride all the way from SJ past Campbell one day this week and didn't have to cross a single road. Brilliant and beautiful!
- Lets get trails from N. CA to S. CA - it's safer than riding with cars!!
- Silver creek trail is overgrown, trail head not well marked. Would like different trails to be connected.
- Would LOVE to see many of the existing trails linked together.
- Thanks for caring! It's really nice to have this trail to run along. More water fountains may be nice for runners.
- The trail south from Willow parallel to 87 is the most depressing thing I have ever been on. Good exercise, but depressing. And I nearly hit pedestrians as I came down on a station! My first time on the trail, no stop, no slow, and there we both were. If that is one of your trails, bah!
- They are a fantastic asset to our region!
- When will more trails connect?
- I love that the trails are there, just wish there are more! Thanks.
- Complete the LG Creek trail past Meridian
- Great trail location! Thanks!
- The dead end of the Los Gatos trail on Meridian is a problem, as it doesn't connect to anything.
- Make more
- I would like to see the trails all linked together

- If Los Gatos Creek trail extended without so many turns and need to cross city streets, I would use it to commute
- Safe bicycle lanes on major streets (like Meridian) would bring more bicyclists out of their cars.
- The Guadalupe River starts at 9 miles, but it is really hard to figure out where to go from there. Where does it end so I could do an 18-mile out and back?
- City to be commended for trail maintenance.
- Novice bike commuters want Trails for "safety", advertise!
- I would love to see it turn into a River Walk Trail!
- Bridges to link trails on some parts of the path, so I can avoid the street.
- I would appreciate a hard surface along Guadalupe river, part along airport/rental cars is in bad shape after last years construction during wet season
- I use Willow street to go from Los Gatos trail to Guadalupe trail, road is unsafe for road bikers, and road is extremely poor maintained with lots of cracks on the roads, causing bike breakdowns.
- Thank you for the trails and for requesting feedback.
- Please finish the San Tomas Aquino/Saratoga Creek trail connecting Scott Blvd and Cabrillo along San Tomas Expressway!
- Completion would be more than nice.
- I'd sure like the gravel trails along Guadalupe River to be paved.
- I'm not actually sure which trail systems I use so I picked the ones that sounded close
- I'm very happy to be able to bike to work on a trail; biking on the street is much more dangerous!
- THANKS!!! The trails are awesome!
- The Guadalupe Trail is great. It will be even better when the construction on Coleman Ave. is finished.
- This trail is dangerous for children with all the homeless men that are drunk and/or on drugs
- My friends would commute to work using trails, but they do not safe using them. I commute everyday but I do not fees safe either.
- Los Gatos Trail has a hazard where the ramp comes down from Bascom on the upstream side. Sometimes a rider will barrel down onto the path as if he knows nobody is there. Also, occasional motorized scooter use on the path is threatening.
- I currently rent, and am looking to own. Access to a stretch of trail I can walk to from my house is actually a factor in my house hunting, it is that important to me.
- San José REALLY needs 2 safe E-W trails a) connecting to Guadalupe trail and b) connecting to something that connects to Campbell-Cupertino-Mtn-View-Palo Alto
- More trails please. Pave trail to Alviso and beyond
- It's a wonderful system...more please!
- I encourage the development of the Guadalupe creek trail along the SJC airport (gravel to paved trail) and under 101 onto Montague (gravel to paved trail). Thank you, Tristan
- Signage in Spanish please
- It would be great to have a website that you could specify improvements to a specific section of the trail
- Keep going your good job. Thanks!

- The Auzerais Ave. access to the LG Creek trail has a jog around a power pole guy cable. The sidewalk cut could have been positioned a few feet west and avoided both the jog and the guy. Poor design.
- When westbound on Foxworthy at Almaden Expressway there should be a button for bicyclist to use for triggering the light to change.
- I wish the HWY 87 Trail would be nicer and safer...it could be greatly improved
- I am retired and enjoy using the trails for recreational bicycle riding
- Any chance something can be done to hide the smell of drains at Guadalupe Creek by the Philips Lumileds facility?
- Thank you for asking for participation in this survey.
- More trails Baby!
- The Guadalupe River trail happens to be handy, otherwise I wouldn't take it. With gravel, flooded sections, very poor signage, no marking for the through sides of trail forks, and blind curves, I think it's one of the worst trails I've been on in the Bay Area.
- I would like to see the Los Gatos trail continue from Meridian to Lonus, and to connect somehow to the Guadalupe River trail. I would also like to see better bike lanes on the roads around downtown. I have good bike lanes along William and can then take the bike bridge over Hwy 17/880 Just north of Hamilton, but after that I have to ride in traffic lanes. It would be nice to connect to the Los Gatos creek trail at Campbell and ride all the way downtown.
- I'm in India now for work, but I filled this out to reflect my normal habits.
- Need better signage! Not very user friendly
- Also used San Tomas Aquino Creek trail
- They're wonderful! Please, more of them!
- Please open the trail on the east side of the Guadalupe River between Downtown and the airport.
- Some trails need easier connection to streets and other trails.
- Would love to see more! Thank you for all your hard work!!!
- More trails are better!
- We need a connecting dirt path between downtown SJ to Alviso. There is a major problem heading northbound after the airport.
- Please please try to find a way to connect the Willow Glen reach to the rest of the Los Gatos Creek Trail! The current exit, where you're dumped out on Meridian, is extremely unsafe.
- MAINTAIN THE TRAILS, PLEASE!!!
- Often smell "treated sewage" smell on both sides of Hwy 17
- I love the map that I have of the trails :)
- More trails around the bay, for example along Central Exp, El Camino, etc.
- San José lacks safe bikeways from Cambrian to Great America (i.e. along San Tomas Exp).
- The Guadalupe River is very confusing, because there are dead ends and no marking where the trail goes.
- Need to add a bike lane on Tasman to link the Guadalupe River trail with the San Tomas Aquino Trail
- Any chance of paving Guadalupe River Trail through the airport?

- All trails need better signs to direct people to them and signs along the trails to indicate when to get off to reach various destinations. In the case of Guadalupe, signs to show the dead ends and trail routing are needed.
- Your welcome
- It would be wonderful if more trails connected throughout the Bay Area!
- I wouldn't bike to work without the trails. When is there going to be a connection between the Los Gatos Creek Trail and the Guadalupe trail so we don't have to ride down ugly Auzerais?
- I would like to have trails monitored a little more so people are not making it there home.
- I wish I could go farther north on trails after downtown san José. I am not sure how I can get to my work other than city streets after the Guadalupe river trail.
- Keep up the good work.
- Pave the top of the levee around the airport
- Please complete the trial link from LG Creek trail to Guadalupe trail so I can avoid the roads.